

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: Ashleigh Station Inventory Number: PG: 74B-30  
Address: 15500 Hall Road City: Bowie, MD Zip Code: 20721  
County: Prince Georges USGS Topographic Map: Bowie  
Owner: Ms. Jean C. Jones Is the property being evaluated a district? ☐ yes  
Tax Parcel Number: 5 Tax Map Number: 70 Tax Account ID Number: 0735597  
Project: Mid-Atlantic Builders- Project Review #200564022 Agency: Private Developer  
Site visit by MHT Staff: ☐ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property located within a historic district? ☐ yes ☒ no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district ☐ yes Eligible district ☐ yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in: MHT Library

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

**Property Description**

The Ashleigh Station Property is located in a rural, but rapidly developing area of Bowie, Maryland. The property is comprised of 18 acres bordered by the Pope's Creek Branch of the Baltimore and Potomac Railroad to the east, Hall Road and a modern small business establishment to the south, newly-constructed houses to the west, and a new residential subdivision to the north. The town center of Bowie is located approximately two miles northeast of the property. This area is experiencing growth in residential development as a commuter community for Washington D.C. and the Prince Georges County government center. Route 214 is a developing commercial corridor located 1/4 mile south of the property. A commercial strip is proposed for the intersection of Hall Road and Route 214. Route 301, located due east of the property, is also a well-developed commercial and residential area.

The main farmhouse on the Ashleigh Station property is a Gothic Victorian vernacular frame structure and is located on the southwest side of the property. The house is three bays wide, with two stories, an attic space, and a basement. The facade is generally symmetrical, with exception of a one-story addition on the west side. The house is in an L-plan formation, with the back ell extending north from the east side of the house. The ell is also three bays long. The majority of the house is clad in wooden, lap-siding painted white. The house is supported with brick foundation walls. The front section of the house plan is

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: \_\_\_\_\_

Andrew Lewis  
Reviewer, Office of Preservation Services

1/6/06  
Date

Priscilla  
Reviewer, NR Program

1/5/05  
Date

200503772

**MARYLAND HISTORICAL TRUST  
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Continuation Sheet No. 1

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single-pile with a central hall. Two parlors are on the lower level and two rooms are above. A side-gabled roof on the front section is intersected with a cross-gable. A small Gothic-inspired (two pointed-arch panes atop two rectangular panes) window occupies the cross gable.

Two interior brick chimneys with corbelled chimney caps flank either end of the gabled roof. The slightly overhanging roofline creates shallow eaves and cornice returns on the east and west gable ends. The roof is covered with modern, composite shingles. A covered front porch extends the length of the main, three-bay facade. The front porch pent roof features a centered pediment with chamfered shingles detailing the architrave. Jig-sawn brackets are affixed on either side of four square posts supporting the porch roof. Jig-sawn balustrades enclose the porch floor.

The fenestration of the house facade consists of two, two-over-two double-hung sash windows flanking either side of the front door. A transom of four panes of glass is over the front door. Louvered shutters also flank each wood-framed window. Three equally spaced windows are on the second floor.

The length of the ell is flush with the east side of the main block. Cornice returns detail the gable end of the roof. The end-gable roof of the ell intersects with the roof of the main block on this side. Six-over-six double hung windows protected with modern storm windows occupy this side of the house. Two windows, one on each level, are found on the northeast side of the main block. Two windows are on both levels of this side of the ell. The back of the house displays the gable-end of the ell, a screened-in porch that wraps around the north and west side of the ell, the two-bay back of the main block, and the back of the west-end, one-story addition. A back door flanked by windows leads to the porch from the gable-end of the ell portion. Two windows are spaced on both levels on the west side of the ell. A small, one-story bump out with a shed roof occupies the space on the northwest corner where the ell and the main block intersect. This could have been a later addition contemporary with the screened porch. The siding on the northeast corner of the house has been replaced and does not match the original. This newer siding is also found on this small bump out, which could have been added at a later time. Two six-over-six windows are located on the second level of the north side/main block. One window is on the lower level.

The west side, or gable-end of the main block features the one-story stucco addition. A side-gabled roof supported by exposed purlins covers the addition. Modern windows are found on all sides. According to the current owner of the house, the addition was constructed in the 1930s. Modern, one-over-one windows flank the interior chimney on the second level on this side.

Overall, the house is in fair condition. The current owner, Ms. Jones, indicated that most original architectural features have been removed from the interior of the house. Some modern adjustments and repairs have been made to the house, such as replacing original windows with modern windows, the screened porch, the west stucco addition, a composite shingle roof, etc. Much of the original massing and plan remains intact and the integrity of the original house is well defined. According to the current owner, the house was constructed in the late 1800s. This date is consistent with the style and materials reflected in the house, as well as the local preference style frequently adopted during this time in this once-rural area.

The barn is situated on the east side of the property parallel to the railroad tracks and with the entrance bay facing Hall Road. The standing-seam metal gambrel-roofed structure is rectangular in mass and is clad with red-stained vertical wood siding. The wood siding is spaced to allow slight ventilation and light into the barn (each siding board is not flush with adjacent siding boards). The roof is clad with composite shingles. The structure is supported with poured concrete piers for the interior structural posts, and poured concrete foundation walls supporting the exterior walls. The interior of the barn displays the multitude of horizontal drying racks occupying the vast vertical space created under the gambrel roof. Knotty pine posts and beams created the interior structure. The structural members bear indications of later circular saw markings and are secured with wire nails. No heavy-timber joinery was noted (i.e. mortise and tenon). As the barn is currently used to shelter and feed sheep, feeding stalls line the interior walls. Poured concrete buttresses support the exterior wall on the east side. The current occupant and owner of the house indicated that the barn was rebuilt in 1937 after having moved it out of the way of a utility easement.

Behind the barn is a small rectangular, one-story building that is two bays long, with two windows on the facade and a door on the far south side of the front. A side-gabled roof clad with composite shingles shelters the structure. An exterior brick stove-flue extends the height of the facade. The structure was used as a tobacco stripping shed when that was the focus crop of the

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Continuation Sheet No. 2

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farm. It currently is used for storage. The current owner also indicated this shed was rebuilt when the barn was rebuilt. This structure is in fair-to-poor condition with many windows missing and wood materials deteriorating.

A horse shed is located adjacent and just south of the barn and is also positioned parallel to the railroad tracks. The horse stable is composed of vertical wood siding with a shed-roof supported by exposed purlins on the facade. The structure is supported with a poured concrete foundation. Six horse stalls define the facade and feature split vertical doors for each stall. The stalls currently house sheep. The stable is in good to fair condition.

A rectangular frame structure with a front gable roof is located at the southeast corner of the property near the intersection of Hall Road and the railroad tracks. The one-story building is three bays wide and four bays long. The roof is clad with corrugated metal. An addition positioned flush with the width of the structure was added to the back, or north side at a later date. The building facade is clad with brick and consists of a centered door flanked with modern windows. A shallow awning shelters the front door. Horizontal transom windows are found over both front windows and the door. A former window space covered with plywood is found within the gable space. A six-over-six sash window is on the east and west side of the building between two modern windows. A door leading into the back addition is visible on the east side. A CMU stovepipe flue extends the height of the building along the west side. An oil tank is also located near the west side of the building. A small, eight-over-eight sash window is in the gable space of the back addition.

This small building was constructed in 1877 by Robert Clark Duval to serve as a general store and post office to serve the community near the former Hall Station railroad depot. The building no longer resembles a general store in its dilapidated and altered condition. The interior has also been significantly altered and bears no resemblance to a store of this time period. The building is in fair to poor condition. No other structures associated with the former store and railroad station remain extant. Research indicates that an additional store was across Hall Road, as was a sawmill.

Two small sheds and a CMU constructed garage are located behind the house. These outbuildings currently serve as storage areas.

**Historical Information**

The Ashleigh Station property is a portion of a parcel that once was a large (108 acres) tobacco plantation. Prior to the Civil War, Prince George's County produced one-third of the state's tobacco crops. Following the Civil War, many large farms were forced to subdivide due to labor shortages, labor expenses and increased tobacco regulations. Federal regulation of tobacco acreage reduced farm size or caused farmers to choose alternate sources. As tobacco declined as a specialty crop and land was divided, small farms produced goods that could be sold in Washington or Baltimore via the railroad. The Popes Creek Branch of the Baltimore and Potomac Railroad operated as a branch line of the B&P Railroad by 1873. The Pope's Creek line easement was surveyed and platted in 1860, but was not in operation until 1873 due to financial constraints and the Civil War. The junction of the Pope's Creek Branch and the Washington Branch formed the town of Bowie in 1872. The first trains ran on the Pope's Creek line on January 1, 1873. This line ran through agricultural areas and became an important artery of commerce, education and entertainment for the farmers of southern Prince George's County. The Pope's Creek line did not encourage the growth of any major towns, although post offices and general stores were established at stops like Collington, Mullikin, Hall, Leeland, Croome Station, Linden, Cheltenham and Brandywine.

Hall Station was developed at the crossroads of Hall Road and the railroad line. The Ashleigh Station property is adjacent to this crossroads. Many of these local crossroad communities consisted of general stores, blacksmith shops, mills, schools, hotels and post offices. The small store structure on the Ashleigh Station property was established as a general store and post office soon after the Pope's Creek line carried passengers in the 1870s. The functioning railroad system in the county also made the shipping of construction materials more prevalent. Mass-produced architectural features, such as jig-sawn wood features, shingles, decorative glass, moldings, etc. were easily shipped to rural areas. Details such as these are consistent with the Queen Anne Victorian style that exemplifies the industrialization of manufactured and shipped building materials. Many houses in the immediate area were constructed in this style directly following the 1873 railroad date.

The improved transportation systems in the county and the growth of federal agencies and industrial plants in the suburbs of Washington, D.C also resulted in an increase in population and development of the Bowie area. What once were all rural and agricultural properties was now experiencing subdivisions and commercial and industrial development.



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Continuation Sheet No. 3

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The Ashleigh Station property is a small portion of once was a large plantation known as Collington Meadows. Collington Meadows was the vast acreage owned by Francis Hall in the early 1800s. The Halls operated a tobacco plantation on the property. Following the death of Francis Hall in the 1830's, the original plat of Collington Meadows was slowly subdivided and Mr. Hall's widow was subsequently married to Mr. Charles Hill. The Hill Tenant House, O.G. #74A-13 which is no longer standing, was associated with the original 108 acre Hill property. The 1861 Martenet Map indicates Mrs. Hall's name on the parcel. Most of the Ashleigh Station property remained in the Hill family until 1902 when Richard Hill, the widower of the late Francis Hall's daughter Elizabeth, sold the property to the Hopkins family. Three acres of the property was sold to Richard Clark Duvall in 1877. Mr. Duvall bought the acreage and built a structure to house a general store and post office to serve the Hall Station community. The original store remains on the property today.

The three acres were eventually sold to the Hopkins family in 1884 to comprise a majority of the Ashleigh Station property. The current property owner, Ms. Jean Jones, was a daughter of one of the Hopkins sons, William. She was raised in the existing farmhouse from the late 1930s. According to Ms. Jones, the existing farmhouse was constructed in 1865. This post-Civil War construction date is consistent with the house style, though it is more likely that the house is contemporary with the establishment of the railroad and with other houses in the local area that are similar in design and construction. This suggests that house was constructed in the 1870s. Richard Hill would have owned the property during that time. Mr. John C. Wyvill, a local carpenter who is responsible for the design and construction of many frame, Victorian houses in the area during this time, also could have constructed the house. The house is similar in design and construction of the National Registered listed James Hamilton House, circa 1870s, PG: 74b-7. The Hamilton house is similar to the Ashleigh Station house with the jig sawn cornice brackets; central cross gable, and Victorian-vernacular frame construction. However, the Hamilton House represents a better (more refined, better condition and setting) example of the post-Civil War Reconstruction period of Vernacular Victorian houses in the area. An additional example of a similar house, constructed by John Wyvill in Prince George's County, is known as Ingleside. Ingleside also displays features consistent with Victorian vernacular architecture.

The 1878 Hopkins Map indicates Richard Hill's name on the property, as well as an indication of a structure and driveway, though not on the portion that is now the Ashleigh Station property. The existing house might not have been the main house on the property, or perhaps was inhabited by other family members of the Hill Family, or possibly was not built at this time.

Ms. Jones also indicated that the existing barn on the property was rebuilt in 1937 for railroad improvements. The barn once served as a tobacco barn for the former tobacco farm property. The barn now houses sheep. Ms. Jones also indicated the adjacent stripping shed was rebuilt, and the horse stable was constructed during this time as well.

**Eligibility Recommendation**

The Ashleigh Station property at one time was one of many parcels on a landscape of agricultural properties, farmhouses, and open spaces. The property is now surrounded by modern development for residential, commercial and industrial properties. What once was a crossroads community on the outskirts of the town center of Bowie, is now a rapidly growing suburban area. While the farmhouse embodies several characteristics of a Gothic Victorian rural vernacular dwelling type, the property itself lacks integrity in setting, feeling and association with historical events, such as a tobacco plantation and the establishment of the railroad. The house is a typical vernacular farmhouse, and more pure examples of this style exist in the area. For example, the aforementioned Hamilton House is on the National Register and is located less than a mile from this property, and Ingleside, an additional Victorian vernacular house is located in the near vicinity. These houses provide a better understanding of features consistent with this architectural style, and are located in a setting more appropriate for this architecture.

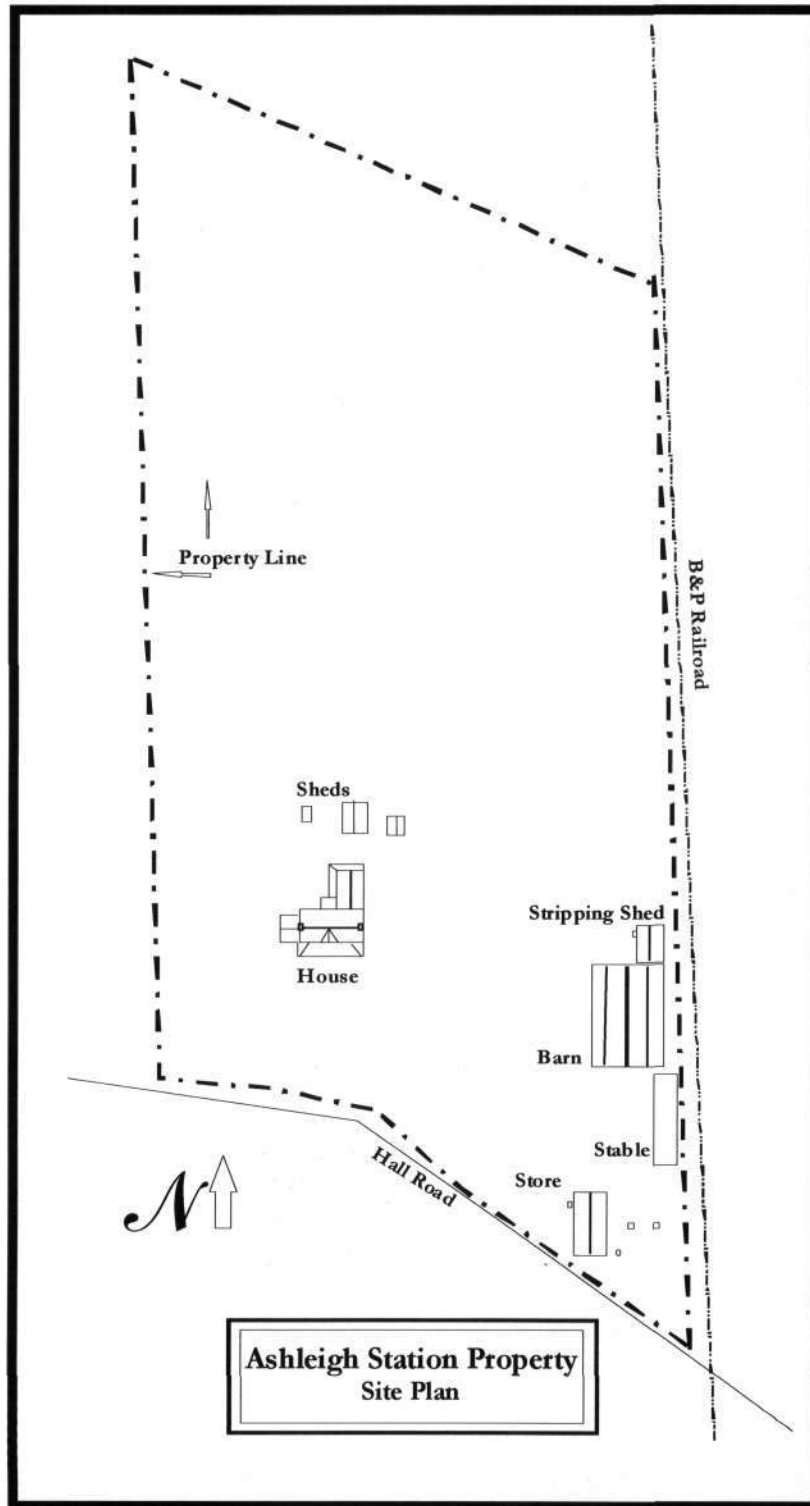
The barn was rebuilt <sup>in 1937</sup> in a different location on the farm, and the introduction of modern materials (concrete piers and buttresses, metal roof, etc.) compromises the integrity of the structure. The former general store is in poor condition and no longer retains features that embody a historically-significant and good example of a railroad community store and post office. No additional structures, on this property or in the near vicinity of the property, contribute to the understanding of a crossroads community at the former Hall Station.

Additional development is planned for the immediate area surrounding the Ashleigh Station property, such as at the intersection of Hall Road and Route 214, will further compromise the setting. The property is not considered eligible for the National Register of Historic Places due to the lack of integrity of setting, feeling and association with historical events.

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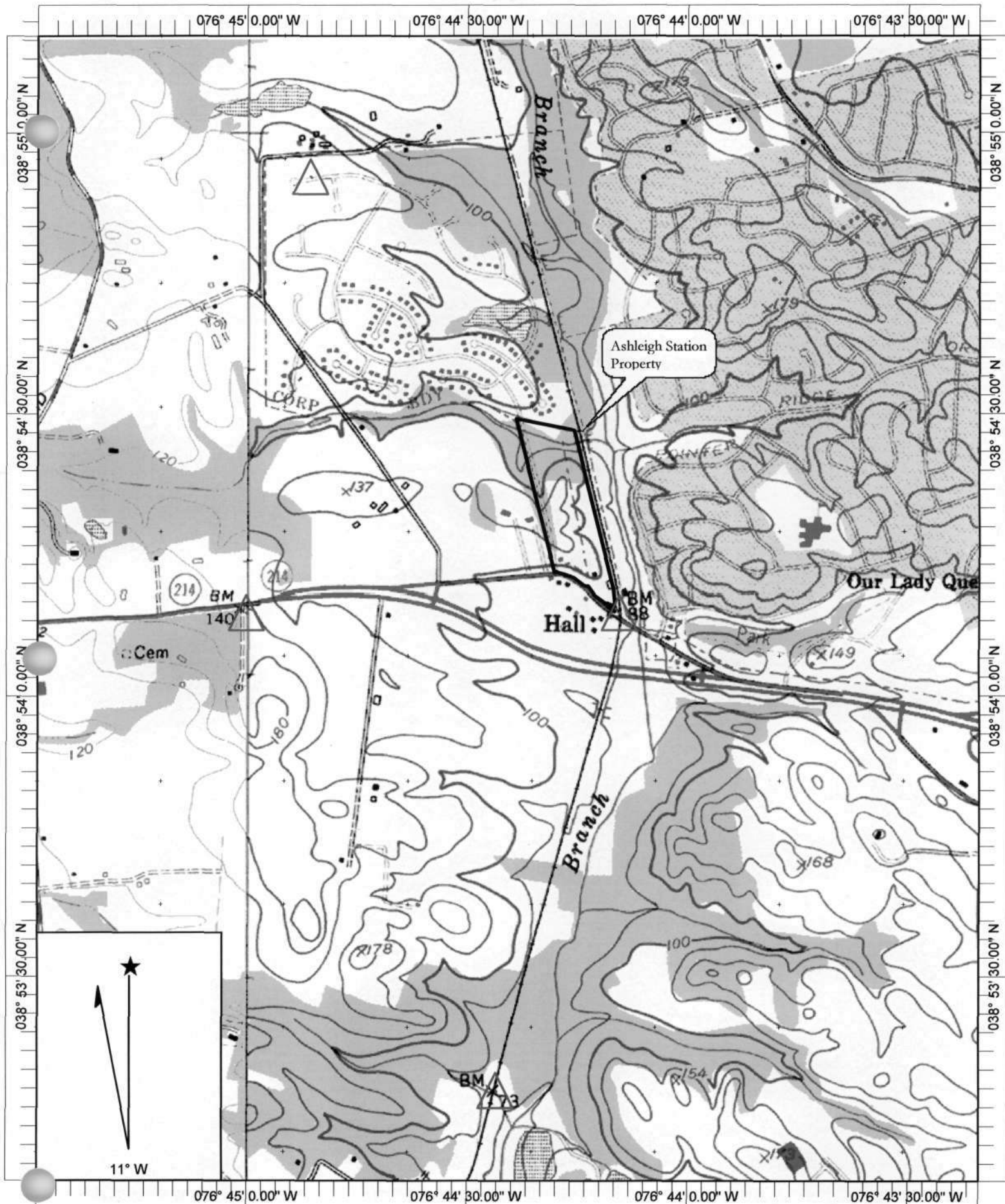
Continuation Sheet No. 4

PG: 74B-30



Prepared by: Kathryn St. Clair

Date Prepared: December 15, 2005



Name: BOWIE  
 Date: 12/7/2005  
 Scale: 1 inch equals 1333 feet

Location: 038° 54' 09.34" N 076° 44' 24.57" W  
 Caption: Ashleigh Station  
 Prince Georges County  
 Hall Road in Bowie, MD

MIHP# 74B-30



# 74B-30

Ashleigh Station Property

Prince Georges County, MD

Kathryn St. Clair

12/1/2005

MD SWPO

View of the Property looking Northwest  
From Hall Road.

1/28





#74B-30

Ashleigh Station

Prince Georges County, MD

Kathryn St. Clair

12/1/2005

MD SHPO

View of the front of the House looking north.

2/28



# 74B-30

Ashleigh Station  
Prince Georges County, MD  
Kathryn St. Clair

12/1/2005

MD SAPO

View of the house facade.

3/28





#74B-30

Ashlough Station  
Prince Georges County, MD  
Kathryn St. Clair

12/1/2005  
MD SHPO

View of Facade details of the house.

4/28



# 74B-30

Ashleigh Station

Prince Georges County, MD

Kathryn St. Clair

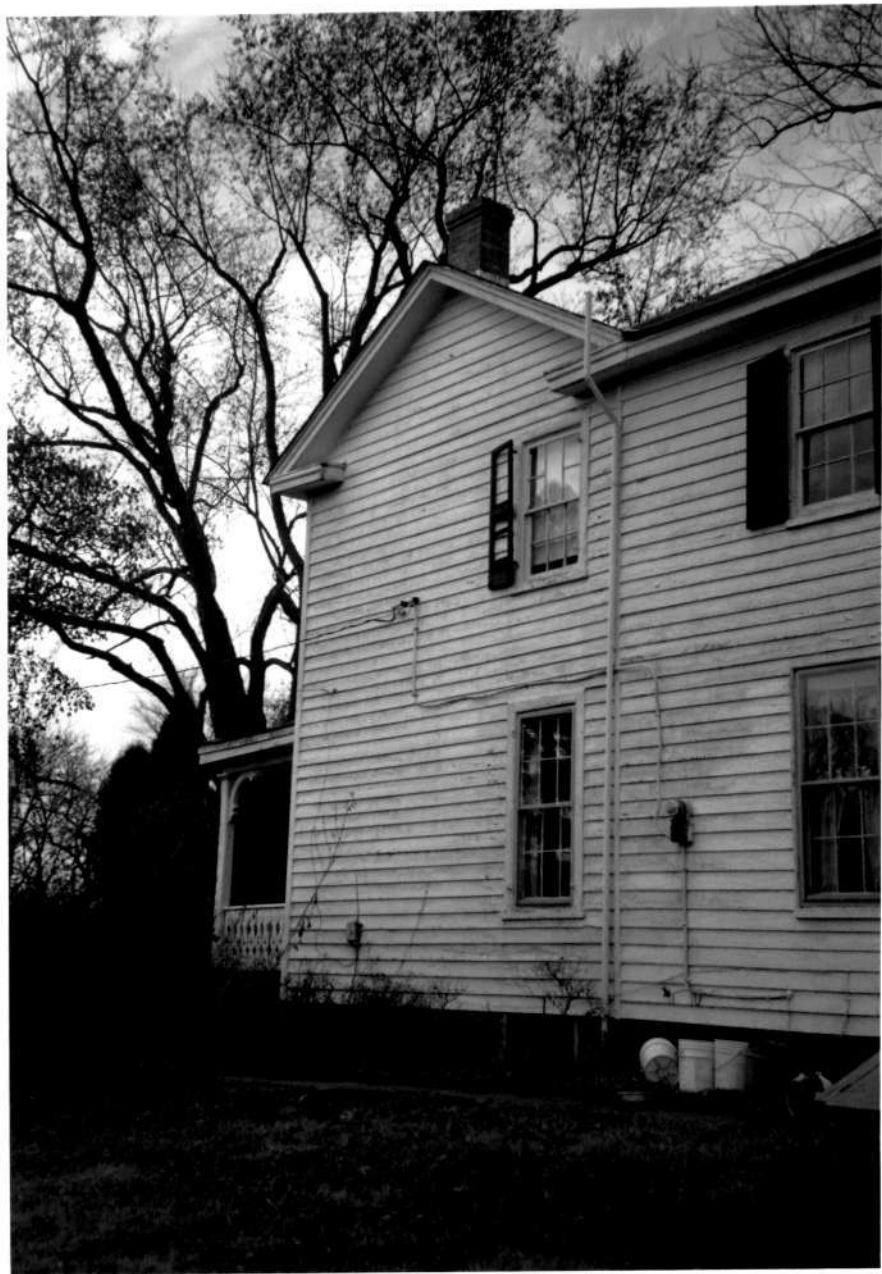
12/1/2005

MD SHPO

View of the North (Back) Side of the House.

5/28





#74B-30

Ashleigh Station

Prince Georges County

Kathryn St. Clair

12/1/2005

MD SHPO

View of the east wall of the house,

6/28



#74B-30

Ashleigh Station  
Prince Georges County

Kathryn St. Clair

12/1/2005

MD SNPO

View looking Southeast towards the  
back of the house.

7/28





#74B-30

Ashleigh Station  
Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

View of the west addition on the house,

8/28



#74B-30

Ashleigh Station

Prince Georges County

Kathryn St. Clair

12/1/2005

MD SHPO

View looking southeast towards the house,

9/28



#74B-30

Ashleigh Station

Prince Georges County

Kathryn St. Clair

12/1/2005

M.D. SHPO

View of window : leave details on the  
South North Side of the house,

10/28





# 74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

Bl. 12005

MD SHPO

View of the house looking West from  
Hall Td.

11/28



#74 B-30

Ashleigh Station  
Prince George's Co.  
Kathryn St. Clair  
12/1/2005  
MDS HPO

View of the barn looking north from  
Hall Rd.

12/28/



# 74 B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

View looking towards the barn, store and  
Hall Rd. from the property.

B/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD S&PO

view of the barn looking southeast.

14/28





# 74B-30

Ashleigh Station  
Prince Georges Co.

Kathryn St. Clair

12/1/2005

MDS HPO

View of the tobacco Stripping Shed.

15/28



#74B-30

Ashleigh Station

Prince Georges Co.

Rathryn St. Clair

12/1/2005

MDS400

View looking north from Hall Rd

16/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

View of the interior of the barn.

17/28





#74B-30

Ashlergh Station  
Prince Georges Co.  
Kathryn St. Clair

12/1/2005

MD SHPO

View of the barn interior.

18/28



#74B-30

Ashleigh Station  
Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

- View of the concrete buttress and foundation  
of the barn.

19/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD 84PO

View of the horse stable.

70/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

View of the north (back) side of the  
stone looking south.

21/28





#14B-30

Ashleigh Station

Prince Georges

Kathryn St Clair

12/1/2005

MD SWPO

View of the Store facade and East wall,

22/28



# 74B-30

Ashlough Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD S4PO

View of the west wall of the store,

23/28



#74B-30

Ashleigh Station

Prince Georges County

Kathryn St. Clair

12/1/2005

MD SHPO

View of the northwest wall of the stove,

24/28



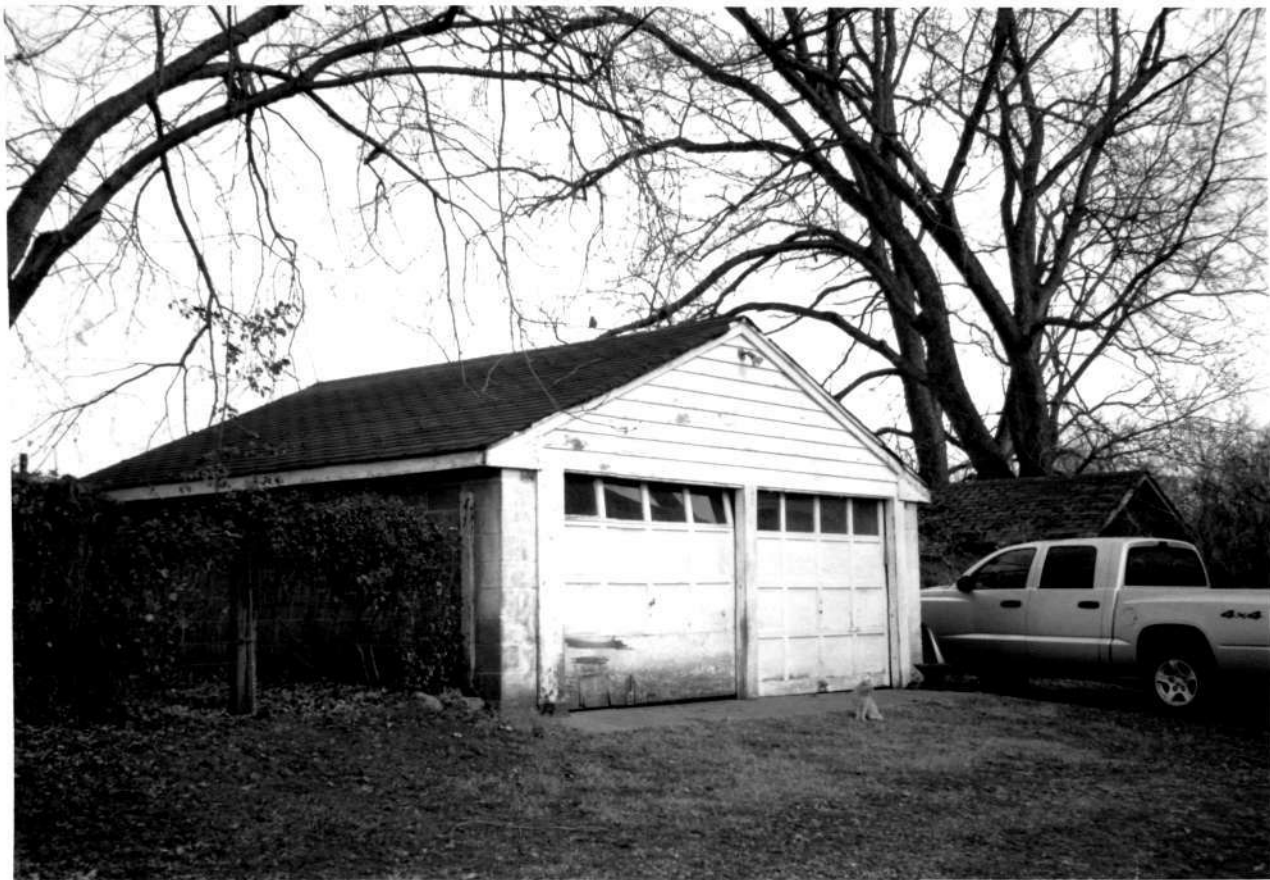
# 74B-30

Ashleigh Station  
Prince Georges Co.  
Kathryn St. Clair  
12/1/2005  
MD SHPO

View of asked behind the house,

25/28





#74B-30  
Ashleigh Station  
Prince Georges Co.  
Kathryn St. Clair  
12/1/2005  
MD SHPO

View of the garage behind the house,

26/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MD SHPO

View from the property looking west  
up Hare Rd.

27/28



#74B-30

Ashleigh Station

Prince Georges Co.

Kathryn St. Clair

12/1/2005

MDSHPD

View of the property looking east  
down Hall Rd. towards the railroad,

28/28